mentality temporarily.

Dupree and Dupree open the bill with a clever cycling act. Burley and Burley, quaint comedians from London;
William and Margaret Cutty, who
scored a big hit with the cello, songs
and piano playing; Ethel Kirk and
Billy Fogarty, so bright that they
laugh at their own fun; the Believisire
Brothers in a wonderful hand balancing act, and the Pathe pictures complete the entertainment.

#### Poli's.

sical farce.

There is no doubt that the epening production was a success, and that the large audience fully enjoyed it. It is filled with catchy songs, which are well sung by a pleasing chorus. Maude Drury makes a dainty leading woman, and Bickel and Watson meander from the Catskill mountains to 5th avenue in a way possible only in musical farce comedy. The plot has to do with one Jonathan Tibbitts, who has two fair daughters and a desire to secure a rare bug. He catches the bug and marries the daughters to two nice young men, but not until after many trials and tribulations caused chiefly by "the professor" and "Filp Walker," who are, of course, Bickel and Watson.

Blekel is especially effective as the hobo with a love for big words, and his mannerisms are always in keeping with the spirit of the farce and never overdone. His dissertation on "moosic" was a pronounced hit. Maude Drury, the "prima donna" and leading woman, won much applause with two of her songs, and Arthur Bell, as the lover, with one of his numbers. A large supporting cast meets all the requirements of the show. production was a success, and that the

#### Gayety.

"The Golden Crooks," with Billy Arlington, in a two-act musical extravaganza entitled "A Trip to Sunland," will not lose favor with Gayety audiences this week, for the performance throughout is a laughmaker of the first water, if laughmakers are rated that way. Arlington as "Prince Bill, the Freight ar King," is the star of the show, but Car King," is the star of the show, but is obliged generously to share its honors with Frank Dobson, as "Baron Mutt," who also is a burlesque comedian of no mean ability. A specialty by Frank Dobson and Sadie Richards, several well sung selections by Dolly Meeden and the "Nutty Nonsense" of Arlington, Dobson and Eleanor Cochran are features of the first act, and a "butterfly ballet," by beautifully gowned girls, and "Dance of the Minute," by Mabel Reflow and Charles Hite, are notable features of the second act. But there are a number of other features more or less attractive that act. But there are a number of other features more or less attractive that are put over with a real snap and dash unmistakable pleasure of a large audi-ence that laughed and applauded gen-

Cosmos. Irving Berlin's latest, exclusive songs, Clark, in "Silks and Satins"; also Pathe sentimental and syncopated, are feanews. Tomorrow, Lionel Barrymore, in "The Quitter"; also Mr. and Mrs. tured in the big Minstrel Revue of 1916 by Josie Flynn and her all-new company of pretty girls with excellent voices, one of them a fit match for the blackface comedy of Miss Flynn herself, at the Cosmos Theater this week. It is well stared and is a blackface by the start of th It is well staged and is a big hit with the patrons. De Dois' animal circus, consisting of a trained pony, a buck-ing mule "comedian," a group of hand-some dogs and three amusing monkeys in a regular ring show, and Marie Jorin a regular ring show, and Marie Jordan, with a distinct novelty in ventriloquism, were also marked for special applause, while Wood and Mandeville, in new and clever specialties, ranked well with the leaders. McGowan and Gordon have a good act of new songs and clever repartee, and the Xylophiends, a big and meritorious musical offering, was well received. The added attractions include the Selig-Tribune news pictures, a funny Bray cartoon, a nature film of interest and the big photoplay, "The Masked Rider," featuring Harold Lockwood and May Allison, which is shown only during matinee hours from 12.30 p.m.

A new bill will be presented at the A new bill will be presented at the Thursday matinees.

### Photoplay Features.

#### Leader

"Common Ground," the Lasky-Paramount feature shown at the Leader Theater yesterday and today, presents Marie Doro, with Theodore Roberts and Thomas Meighan, in the story of a young girl's regeneration through love for a young judge who is the victim of political attacks. The play has some thrilling situations and is inter-esting throughout.

#### Garden.

In "The Pretenders," the photoplay shown at the Garden Theater yester day and today, Emmy Wehlen, the picture star, is the heroine in a story of a family who, through riches obtained from oil on their middle western home, endeavor to "break into society" in New York and become the victims of unscrupulous persons who use their weakness to their disadvantage and nearly ruin the father, until his daughter unmasks them and saves him, and they decide to return to their former home, the wiser for their experience. Rosemary Theby and Harry Meyers also are shown in "The Tormented Husband," a film farce, and Mutt and Jeff in "In Disguise," a cartoon film, completes the entertainment.

Employes Soon to Present Demands.

#### Strand.

Lina Cavalieri, famed the world ove for her beauty, is the picture star at the Strand Theater in a photoplay entitled "The Shadow of Her Past." in which she is seen as a singer who has captivated the public with her remarkable voice and personality. She loves a struggling young artist, but casts him aside for a duke, who in turn re-

program at Loew's Columbia Theater the early part of this week. In the story, which is unusual in character and story, which is unusual in character and compelling interest throughout, he temporary for the underwater inter's manifest, just made public at the customhouse. Her cargo consisted only of crude rubber, but not compelling interest throughout, he temporary for the underwater inter's manifest, just made public at the customhouse. Her cargo consisted only of crude rubber, but not compelling interest throughout the underwater inter's manifest, just made public at the customhouse. Her cargo consisted only of crude rubber, but not consisted only of crude rubber, but not consisted only of crude rubber.

ortrays, with a realism at all time cturesque, the roles of a dissolute oung nobleman, a priest who gives up young nobleman, a priest who gives up the world and a soldier who dies for France. Cleo Ridgley does artistic work as the dancer and penitent, and the character of the nobleman's old-time boon reveler is well acted by Eliott

#### Crandall's.

A story of marital difficulties caused

Dustin Farnum, pictured in the title role of the rugged romance of the early days of American life, "Davy Crockett," was the film feature shown at the Savoy Theater yesterday. The late Frank Mayo made the play a classic of the legitimate stage more than a generation ago, and the art and possibilities of the moving picture film not only preserve all the original charm of the play, but materially add to it in scenic attraction. Eleanor, the dainty daugh-ter of Col. Vaughn, an aristocrat, be-Pell's Theater opened the new season last night under the management of Fred C. Berger for the Union Amusement Company with Bickel and Watson, the tramp comedians, as the big feature in "Look Who's Here," a musement of "Look Who's Here," a musement of winning his bride when feature in "Look Who's Here," a musement of the look who had been been to become the wife of another. It is a clean, beautiful story

#### Special Film Features.

LIBERTY THEATER-Today, George Beban, in "Pasquale." Tomorrow, Marie Doro, in "The Heart of Nora Flynn." Thursday, Mme. Olga Petrova, in "The Scarlet Woman." Friday, Peggy Hyland, in "Saints and Sinners." Saturday, Holbrook Blinn, in "The Weakness of Man." Sunday, Charles Chaplin, in "One A. M." LEADER—Today, Marie Doro, in "Com-mon Ground," Tomorrow and Thursday, Mae Murray, in "The Dream Girl." Fri-day, Saturday and Sunday, Mary Pick-ford, in "Hulda From Holland."

OLYMPIC-Today, Warda Howard and OLYMPIC—Today, Warda Howard and Duncan McRae, in "That Sort," also Mutt and Jeff cartoons. Tomorrow, Lillian Gish, in "Sold for Marriage"; also Roscoe (Fatty) Arbuckle in "The Other Man." Thursday, Orrin Johnson, in "The Light at Dusk"; also Pathe News. Friday, Ethel Clayton and Carlyle Blackwell, in "A Woman's Way." Saturday, Frank Keenan and Mary Boland in "Stepping Stones"; also Chester Conklin in "Bucking Society." Saturday, Frank Mills, in "The House of Mirrors."

MASONIC AUDITORIUM — Today, Douglas Fairbanks, in "His Picture in the Papers." Tomorrow, Ann Penning-ton, in "Susie Snowfake"; also Pathe

news. Thursday, Alice Brady, in "Miss Petticoats." Friday, Victor Moore, in "The Clown." Saturday, Orrin Johnson, in "The Light at Dusk."

CIRCLE—Lewis D. Stone, Marguerite Clayton and E. H. Calvert, in "Accord-ing to the Code"; also, "Seeing America First." Tomorrow, Harold Lockwood, in irke, in "Lost in the Everglades," and Hearst news. Thursday, Louise Lovely, in "Bobby of the Ballet"; also comedy. Friday, Robert Edeson and Naomi Childers, in "Fathers of Men." Saturday, Ethel Clayton and Carlyle Blackwell, in "A Woman's Way"; also Hearst news. STANTON—Tomorrow, "Stolen Magic." Friday, Edna May, in "Salvation Joan."

AMERICAN—Today, Harold Lockwood, in "The Comeback." Tomorrow, Chestin Conklin, in "Cinders of Love." Thursday, Marguerite Snow, in "Half-Million Bribe." Friday, Kathlyn Williams, in "Into the Primitive." Saturday, "The Thoroughbred."

PENN GARDENS-Today, Marguerite

WASHINGTON PARK-Today, Ann Pennington, in "Susie Snowflake," and comedy. Tomorrow, Virginia Pearson, in "Hypocrisy," also weekly. Thursday, Pauline Frederick, "The World's Great-Pauline Frederick, "The World's Greatest Snare," and pictographs. Friday, Harry D. Carey, in "The Three Godfathers," and comedy. Saturday, Wallace Reid and Cleo Ridgely, in "The Love Mask," also a "Bray" cartoon comedy. Sunday, Dorothy Kelly and Harry Morey, in "The Law Decides," also "Burton Holmes Travelogue."

also "Burton Holmes Travelogue."

CRANDALL'S—Today, Ethel Clayton and Holbrook Blinn, in "Husband and Wife." Wednesday and Thursday, June Caprice and Harry Hilliard, in "Little Miss Happiness." Friday and Saturday, "One Day."

SAVOY—Today, Iran.

SAVOY—Today, Irene Fenwick, in "A Child of Destiny." Wednesday, Clee Ridgely and Wallace Reid, in "The Selfish Woman." Thursday, Ethe Clayton and Carlyle Blackwell, in "A Woman's Way." Friday, William H. Thompson, in "The Dividend." Key-stone Players, in "Bedelia's Bluff." Saturday, Mae Murray, in "The Dream Girl"; Charlie Chaplin, in "One A. M."

APOLLO—Today, Alice Brady, in "Miss Petticoats." Wednesday, Donald Brian, in "The Smugglers." Thursday, Ruth Findlay, in "The Salamander." Friday, Pauline Frederick, in "World's Greatest Snare." Saturday, Viola Dana, in "Flower of No Man's Land."

in "Flower of No Man's Land."

AVENUE GRAND—Today, John Barrymore, in "The Red Widow." Wednesday, Irene Fenwick, in "Child of Destiny." Thursday, Dorothy Bernard, in "Sporting Blood." Friday, Lillian Gish, in "Sold for Marriage," and Roscoe Arbuckle, in "The Other Man." Saturday, Mary Pickford, in "The Eternal Grind."

Policeman Killed in Running Duel. CLEVELAND, Ohio, August 29 .-Death ended a running duel between a policeman and two youths during a chase across a field in Shaker Heights village, when the former was shot and killed, Sunday afternoon. The slain

### Employes Soon to Present Demands. NEW YORK, August 29.—Employes of the United States Steel Corporation

of the United States Steel Corporation and of the big meat-packing plants throughout the United States are being organized and are almost ready to present demands for better wages and working conditions, according to an announcement made by Frank Morrison, secretary of the American Federation of Labor.

pudiates her eventually. Lucian Muratore, Mine. Cavalier's husband, is pictured as the young artist. Ivy Close, the screen comedienne, in "The Stolan Jail," a farce film, is the added attraction.

Columbia.

Columbia.

Lou-Tellegen in "The Victory of Conscience" is the sureme feature of the program at Loew's Columbia Theater the early part of this week. In the

# THREATEN

Railroads Have Persistently Refused to Accept the President's Plan.

REASON FOR STRIKE

#### NO COUNTER PROPOSITION WAS RECEIVED.

The real and ultimate reason that the present railway strike will be declared was the refusal of the railroads to accept the plan of settlement proposed by the President of the United States. When it became evdent that no adjustment could be reached through the federal board of mediation and conciliation at New York, President Wilson requested the employes' committee and the committee of managers to come to Washington, where it was his

railway managers until experiences actually discloses the consequences of the eight-hour day:

"In the meantime the constitution, by authority of the Congress, of a commission or body of men, appointed by the President, to observe, investigate and report upon these consequences, without recommendation.

"Then such action upon the facts as the parties to the present controversy may think best."

The foregoing plan of settlement was submitted to the employes' committee on August 17 and was accepted by them the following day, and the President notified to that effect.

Notwithstanding the fact that the President notified to that effect.

Notwithstanding the fact that the same proposition was submitted to the presidents and general managers of the railroads, they persistently declined to accept such proposition or to submit a counter proposition which could be considered by the employes' committee. This condition existed from August 17 until August 27, during which ten-day period the employes' committee anxiously awaited some counter proposition on which a setcounter proposition on which a set-lement could be based. Realizing that the railway managers were simply utilizing the time to create a public

utilizing the time to create a public opinion against President Wilson and against the rallway employes, by soliciting and paying for thousands of telegrams from farmers, merchants and manufacturers, the employes' committee adopted the following resolution on August 27, and left for their respective homes: "The resolution to quit work adopted by us, in accordance with the vote of the members, at our meeting in New York on the 13th day of August, 1916, and the authority then conferred upon our chief executives and the instruction to them to fix the day and hour and to transmit notice of the same and to transmit notice of the same to the chairmen and then to the members are hereby confirmed, ap-proved and re-enacted to take efproved and re-enacted to take effect, unless, prior to the day and hour so fixed, notice shall have been received that the proposal of the President of the United States, accepted by us on the 18th day of August, 1916, has been accepted by the representatives of the railroad companies."

and the committee of managers to come to Washington, where it was his purpose to accomplish an agreement if possible. After conference with representatives of both the railroads and their employes, the President proposed the following basis of settlement:

"Concession of eight-hour day.
"Concession of eight-hour day.
"Tostponement of the other demand, as to payment for overtime, and the counter suggestions of the railway managers until experience actually discloses the consequences of the eight-hour day:

"In the meantime the constitution, by authority of the Congress, of a commission or body of men, appointed by the President, to obtained in a surface of an award to suit the fall knowledge that the board of an award to suit the full knowledge that the board of an award to suit the full knowledge that the board of an the full knowledge that the board of an award to suit the full knowledge that the board of an award to suit the suit to accept such interpretation, with the full knowledge that the board of an award to suit the full knowledge that the board of an tarbitration did not intend its language to be distorted, the employes are justified in refusing arbitration.

Can you imagine one of the parties to a suit at law being permitted to intended a the wherever and whenever they feat the beard of arbitration did not intend its language to be distorted, the employes are justified in refusing arbitration.

Can you imagine one of the parties to accept such interpretation. The railroads refuse to arbitration where they feat the beard of arbitration did not intend its language to be distorted, the employes are justified in refusing arbitration.

Can you imagine one of the parties to accept such interpretation, with the full knowledge that the board of arbitration did not intend its language to be distorted, the employes are justified in refusion as gross financial to suit the suit of accept such interpretation. The railroads refuse to include to include white begin arbitration as gross injuntede.

So long as operati

MANUFACTURING PUBLIC OPINION While the presidents and the general managers of the railroads were trying to make President Wilson believe that they were sincerely endeavoring to agree among themselves on some basis of settlement of the present eighthour movement, they were busily engaged in creating a "public opinion," at an enormous expense to the railroads, as will be indicated in the following telegram which was sent to all station agents by the officials of one of the most prominent western railroads:

"It is highly important to get trainmen question discussed by farmers, stock raisers, dairymen and merchants. Please get as many of these classes as possible in your town and vicinity to send telegrams rush to President Wilson, at Washington, D. C., urgently requesting him to settle the controversy by arbitration. Telegrams should show business of the sender. These telegrams are to be paid for from station funds and statement sent me for voucher your credit. I want you to send copies these telegrams to me by wire soon as transmitted to the President, using our own wires for this. Might be well to have some of the most prominent signers send message to their Congressmen and Senators in Washington in addition to those sent to President Wilson. This is very important and must be given preference over normal business today." portant and must be given preference over normal business today.

hour so fixed, notice shall have been received that the proposal of the President of the United States, accepted by us on the 18th day of August, 1916, has been accepted by the representatives of the railread companies."

SPECIAL PRIVILEGES.

A special privilege granted to railroad companies by the present Fed-road companies by the present Fed-racture public opinion."

Information came from other roads that similar efforts to deceive the that similar efforts to deceive the that Information came from other roads

## Frenzied Finance

sum of \$450,414,992. More than \$250,000,by the Interstate Commerce Commisreceived a commission of one-fourth of one per cent upon the par value of all the securities deposited under the reorganization plan, the only reservation being a stipulation that the total fee to this firm should not be more than \$1,000,000.

Syndicates of bankers and financiers

Syndicates of bankers and financiers made enormous profits in connection with the stock manipulation and transactions of the Chicago and Alton and the Union Pacific railroads. The total amount of the funds or resources diverted from the treasury of the Chicago and Alton Railroad during the period 1899-1906 amounted to more than \$24,000,000. The same syndicate made more than \$21,000,000 in the sale of the stock of the Southern and Northern Pacific and the Chicago and Alton railroads to the Union Pacific Railway, over the finances of which they had control. A banking firm which represented the syndicate received profits on these transactions also, which were estimated to be more than \$2,000,000. Large syndicate profits were also received in connection with the sale to the Rock Island Railroad of some of its subsidiaries.

the Rock Island Railroad of some of its subsidiaries.

As the result of this reorganization the Atchison stock issues were inflated, without adding anything to the value of the property or to its earning capacity, to the amount of \$166,093,095. More than \$112,000,000 has already been paid in dividends upon these fictitious securities, which constitute a liability against the property, but do not represent any contribution ever made in any way to its earning capacity. The annual dividends now paid upon these stock issues amount to \$9,167,456.

The New York Central and Hudson River Railroad was formed by consoli-The New York Central and Hudson purpose of bettering their wages or 1994 hours per week.

River Railroad was formed by consoli- working conditions, is amusing.

At this rate for 12 months this switch pensation.

B. & O.).

The Dissipation of the Revenue

Gains of the Railroads

HAS COST MORE THAN LABOR

As a result of the methods of financing or selling securities through the banking institutions which control the railroads, enormous bonuses to stock holders have been granted. During the period 1900-1910 alone, eighteen representative railroads traversing all sections of the country gave away in botions of the country gave away in bo-nuses to their stockholders the huge sum of \$450.414,992. More than \$250,000,-which did not represent any addition to sum of \$450,414,992. More than \$250,000,000 was also distributed in this way
during the same period by eight representative Western railroads. Large underwriting and banking commissions
have also been paid which have been
without justification. By way of illustration, the recent investigation of the
St. Louis and San Francisco Railroad
by the Interstate Commerce Commistration the recent investigation of the capitalization of the mew company.

In the consolidation of the Missouri
Pacific properties in 1909, \$22,000,000 in
fictitious securities which represented
the capitalization of the previous financial mismanagement of this railroad St. Louis and San Francisco Railroad by the Interstate Commerce Commission showed that discounts and commissions were paid to banks and syndicates which aggregated the enormous total of \$32,152,5602 during the period 1896-1913. These are typical instances. By the sale of securities at much less than their market value, the railroad companies have been deprived of cash and at the same time they have issued fictitious capitalization which became a drain on operating revenues.

One banking house received a fee of \$500,000 for reorganizing the Chicago Great Western in 1909, and in addition made a profit of \$6,000,000 for the syndicate which it represented. In the reorganization of the Northern Pacific Railroad in 1836, the same banking firm received a commission of one-fourth of one per cent upon the par value of all the capitalization of the previous financial prization of the capitalization suited in the improper diversion of net revenue of the railroad to a sum "which approximates between \$3,500,-000 and \$4,000,000 per annum." Examples of the improper use and dissipation of railroad resources could be multiplied. The foregoing are typi-

#### RAILROAD PROSPERITY.

During the past year the railroads of \$445,702,634. Net operating revenues vestigation demonstrated that in order in 1916 were \$278,361,324 more than in to make the \$172.90 he was not only the preceding year. The gain in net paid for all of these hours that he revenue in 1916 over 1915, according to operating districts, was in round numbers as all years as 36 penalties for working this 

The extreme solicitude on the part of the railway presidents for the "30 per cent of unorganized employes" and their rights, when, in fact, it is a discharge-able offense on any of such employes to make an attempt to organize for the purpose of bettering their wages or

#### WHY NO ARRITRATION.

BAILBOADS KNOW WHO TO FIGHT

AND WHO TO ARBITRATE It is true that the railroad employe engaged in engine and train service or for any class of employes.

have refused to include in their pre-posed arbitration seventy-five of the strike for the eight-hour day can be de- economically correct.

to the merits of the case. The purpose of the railroads seems to have been, first to prejudice the public mind against their employes and then force an arbitration influenced by this prejudice.

The railroads have conducted a publicity campaign at an enormous expense for the purpose of producing a public opinion (1) that the demand of the employes for an eight-hour day is unjust, (2) that the public will be penalised to the extent of \$100,000,000 per year if the eight-hour day is granted, and (3) that no arbitration board should award the eight-hour day. In this effort to create a public opinion against the demands of railroad employes for an eight-hour day, these railroads have enlisted in their publicity campaign nine great advertising agencies, who in turn have selected 14,000 weekly newspapers and between 2,500 and 3,000 daily newspapere with which to bias public opinion. In each of these newspapers a series of large display advertisements have been published at an enormous expense to the railroads. In connection with these efforts, hundreds, if not thousands of editorials have been published in connection therewith, carrying the same thought as the adverfrom many millions of dollars of other to prejudice the public mind against their employes and then force an arbitration influenced by this prejudice.

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In this effort to create a public opinion already has been created.

With the belief that the public mind has been so prejudiced that a fair arbitration is impossible, these same railroads in concert with other employers' associations, known as chambers of commerce, now demand that the eight-hour day.

In the eight-hour day there the public mind has been so prejudiced that a fair arbitration is impossible, these sam

GETTING THEIR WIRES CROSSED.

In their desperate effort to force a railroad strike in the present eighthour movement those gentlemen upon whose strategy the railroads depend to secure one hundred million dollars per annum in increased freight rates out of the strike have presumably conof the strike have presumably convinced the public that the demands o the employee are unjust and exorbitant But when the individual general manager takes his own employes into his confidence, overlooking the strategy of those in charge of the movement, he does not hesitate to show his own men that the demands of the employes mean an actual reduction in their pay should their working time be limited to eight

dation, dated December 15, 1869. The total par value of the stock of the two companies entering into the consolidation was \$44,815,800. This amount was aroltrarily increased, without adding one cent to the value of the property by an increase in the capital and other to the Baltimore way, an auxiliary line to the Baltimore way. and Ohio, in fact, its New York city terminal, shows the following rule in their wage agreement with their fire

"Ten hours or less shall consti-tute a day in all yard service. The rate of pay shall be \$2.60 per day, overtime pro rata."

The language in all the wage sched-ules is similar to the foregoing, and basing his statement on this rule, Mr. W. H. Averell, general manager of the Staten Island Railway Company, dressed a communication to his employes, which had for its purpose the convincing of each employe that the demands now made upon the railroads would actually reduce their wages, and this is the language quoted from his communication:

"While the requests which have been made by the four organiza-tions on the majority of the rail-roads in the United States may, if

tions on the majority of the railroads in the United States may, if
granted, result in freight train, engine and yard men receiving each
year the same or greater pay than
at present received, because of the
peculiar operating conditions on
Staten Island, it is absolutely certain that by far the larger percentage of the men would, instead of receiving more money, actually receive less.
"For example: A yard engineer
now working eleven hours at 41
cents an hour receives \$4.51, or,
assuming he works every day in the
year, \$1.645.15. On the basis proposed by you, this engineer would
receive ten hours' pay at present
rates, or \$4.10, or \$1.495.56. This
means, therefore, that this engineer
would receive practically \$150 less
per year than he is now getting;
the equivalent of nearly a month
and a quarter pay. The same thing
would be true to a greater or lesser
extent of the pay of firemen, conductors and brakemen in yard and
freight service."

Just how the general manager of the Staten Island Railway Company figures out a loss of \$150 per year for every engineer on that road by the applica-tion of the demands of employes, when

#### MEN MUST HAVE EIGHT-HOUR DAY. During the 1915 arbitration of wages

of engineers, firemen and hostlers, the

great prosperity. Ac- railroads presented names of switch cording to statistics just issued by the engineers, one of whom earned \$172.90 nterstate commerce commission for the in "26 days." A subsequent investigation demonstrated that this man worked an senting more than 90 per cent of the average of 14 hours and 18 minutes nileage of the country, showed gains in per day for 26 days, an equivalent of gross operating revenues over last year 46% days of 8 hours each. This inactually worked, but \$5.85 in addition thereto as 26 penalties for working this engineer 14 hours and 18 minutes on each of these 26 days without at any time permitting him to stop to eat.

The same investigation preved that to earn the sum of \$116.74 in "28 days" a fireman worked an average of 14 hours and 11 minutes each and every one of these 28 days, and with no stop to eat on any day. This switch engine fireman's 28 days were made up of 397 hours, or an equivalent of 43% days of 8 hours each, an average of

### QUESTION NOT ARBITRABLE.

RELIGION, POLITICS AND CLASS OPINIONS NOT ABBITRABLE.

The number of hours that an employe in any industry is required to perfo labor within a 24-hour period is a clas emand to arbitration—on any railroad question. Concerning all class question there are differences of opinion. It requires no course of reason

convince any working man that a rerailroads where they, believe a any 24-hour period from 10 to 8 A vast majority of the people who

have invested their capital in an indus-

The railroads also have refused to include the colored brakeman, firement and hostlers in their arbitration, because the employment of other people in order that the industry may be profitable to the investor, are fully convinced that the reduction of hours of employees from 10 to 8 to 00 hours of

## Reduced Labor Cost

Increased Work and Productive Efficiency of Railway Employe.

PATTROADS PROFIT GREAT

average freight-train load increased 67 per cent. As a result the railroads vere enabled to move an increase of 104 per cent in freight traffic with an advance of only 28 per cent in freight-

These developments have been marked by a twofold effect upon railroad transportation employes. In the first place, their labors and

responsibilities have greatly increased. The engineer has found it necessary to piece of mechanism, and along with conductors and trainmen has had his uties increased by the responsibility of looking after much longer and heavier trains. The locomotive fireman has had more arduous physical work to perform because of the necessity of handling more coal for each locomo tive mile traveled. In the second place, the productive

fficiency, or the volume of traffic handied by engine and train employes, has been greatly augmented. Measured on the basis of each \$1,000 of compensation haid, freight engineers on 24 renresentative western railroads in 1913 handled 92 per cent more ton miles than in 1890, and freight firemen, for each \$1,000 paid them, transported 83 per cent more freight traffic in the year 1913 than in 1890. In the year 1912 each freight fireman in Eastern terri-tory handled on an average 29 per cent more freight than in 1992. Informa-tion submitted in arbitration proceed-ings during 1913 also showed that train crews transported, according to roads, crews transported, according to roads, from 15 to 67 per cent more freight in 1912 than in 1902.

1912 than in 1962.

This increased productivity of transportation employes has been attended by a decrease in costs to the railroad companies in terms of wage payments for each unit of traffic handled. Each 1.000 tons handled by representative Western railroads in 1913 cost the companies in wages to engineers and firemen 33.1 cents less than in 1830. Taking all the railroads of the United States as one system, the total labor cost of operation per 1,000 ton miles decreased from \$2.38 in 1835 to \$2.40

#### 1914. Cents. 1895. .118 en.. .251

The reduction in costs on individual railroads has in many instances been much greater. The revenue gains made operating revenue of 27 cents for

## KIDDING THE PUBLIC

Railroads Arbitrate Where Employes Are Strong and Fight Where Weak.

#### NOT SINCERE ADVOCATES OF ARBITRATION.

Presumably every man, woman and child who has recently read the newspapers understands that the railroads honestly and earnestly advocate arbitration in all wage matters. The Washington Post of Sunday, August 27, quotes one of the railroad presidents as saying.

quotes one of the railroad presidents as saying:

"Arbitration for the settlement of the demands of alout 350,000 men upon the railroads has been denied (by the employes' committee). The health, happiness, prosperity and lives of the American people are in jeopardy because of this refusal to use the method of settlement found satisfactory in great international disputes."

And at the very same time that this railroad president was masquerading as

railroad president was masquerading as a devout worshiper at the arbitration shrine the railroads collectively positively refused to arbitrate the hour day on many railroads and for many employes, as is shown in the fol-lowing statements:

Hostlers Are Excluded by the Rail-roads From the Proposed Arbitra-tion on the Following Railroads: EASTERN DISTRICT. Buffalo and Susquehanna Railroad

Corporation.
Wellsville and Buffalo Railroad Cor-WESTERN DISTRICT.

Atchison, Topeka and Santa Fe (proper), Rio Grande, El Paso and Santa Fe rallroad, Pan Handle and Santa Fe Railway.
Chicago and Alton Railroad.
Chicago and Western India

Chicago and western indiana Railroad.

Belt Railway of Chicago.
Chicago Great Western Railway.
Colorado and Southern Railway.
El Paso and Southwestern System.
Fort Worth Belt Railway.
Kansas City Terminal Railway.
Louisiana and Arkansas Railway.
Minnesota and International Railway. New Orleans, Texas and Mexico Rai road, Beaumont, Sour Lake and West-ern Railway, Orange and Northwestern Railroad.

Northern Pacific Terminal Railway.

Northwestern Pacific Railway.

Oregon-Washington Railroad and

Paris and Great Northern Railway, St. Louis and San Francisco of Texas, Fort Worth and Rio Grande Railroad. Southern Pacific (Pacific system).
Union Stock Yards of Omaha.
Wiggins Ferry Company, East St.
Louis Connecting Railway, St. Louis
Transfer Railway Company.

SOUTHEASTERN DISTRICT. Atlanta, Birmingham and Atlantic

Atlanta Airmingham and Atlantic Railroad.
Atlantic Coast Line Railroad.
Atlanta and West Point Railway,
Western Railway of Alabama.
Carolina, Clinchfield and Ohio.
Fiorida East Coast Railway.
Louisville and Nashville Railroad.
Mobile and Ohio Railroad.
New Orleans and Northeastern Railroad. Alabama and Vicksburg Railway,
Vicksburg, Shreveport and Pacific.
New Orleans Terminal Company.
Richmond, Fredericksburg and Potomac, Washington Southern Railway.
Seaboard Air Line Railway.

## White Firemen Are Excluded by the Railroads From the Proposed Arbi-tration on the Following Railroads

EASTERN DISTRICT. None.

WESTERN DISTRICT. Yazoo and Mississippi Valley Rail

SOUTHEASTERN DISTRICT. Atlanta, Birmingham and Atlantic Railway.

Atlante Coast Line Railroad.
Atlanta and West Point Railway.
Western Railway of Alabama.
Central of Georgia Railway.
Florida East Coast Railway.
Louisville and Nashville Railroad. New Orleans and Northeastern Rail-nad, Alabama and Vicksburg Railway. Vicksburg, Shreveport and Pacific. Seaboard Air Line Railway.

#### White Brakemen Are Excluded by the Railroads From the Proposed Arbi-tration on the Following Railroads

EASTERN DISTRICT.

WESTERN DISTRICT.
New Orleans, Texas and Mexico Railroad, Beaumont, Sour Lake and Northwestern Railway, Orange and Northwestern Railroad.
St. Louis, Brownsville and Mexico.

SOUTHEASTERN DISTRICT. Louisville and Nashville Railroad. Exclusion of All Colored Railron

Exclusion of All Colored Railroad

Employes.

Because of the limitations placed
upon employes represented by the national conference committee of the
railways it is understood that in their
proposed arbitration no colored railroad
employes are to participate therein. For
instance, should the railroad employes
agree to arbitration in accordance with
the proposal of the national conference
commission of the railways, and
through such arbitration the eight-hour
day with present rate of pay be granted, the thousands of negro firemen,
hostlers, brakemen and yardmen now
employed on the southern railroads would be excluded from the arbitration
award. This would result in the white
firemen, hostlers, brakemen and yardmen working eight hours a day, white
the colored firemen, hostlers, brakemen
and yardmen would work ten hours a
day on the same railroads. It is believed that with this difference in the
working conditions and rates of wages
the southern railroads would soon working conditions and rates of wages the southern railroads would soon eliminate all white firemen, hostlers,

Names of Railroads, Most of Which Are Owned by Railroads Proposing Arbitration, But Which Railroads Are Excluded in the Proposal of the National Conference Committee of the Railways, for Arbitration.

EASTERN DISTRICT. Akron and Barberton Belt Railroad (controlled jointly by B. & O., C., A. & C., N. O. and Erie).

Baltimore, Chesapeake and Atlantic (affiliated in interest with Penna. R. R. system through ownership of capital stock).

(affiliated in Interessystem through ownership of
stock).

Bath and Hammondsport Raftroad
(controlled by Erie, operated separately).
Bridgton and Saco River Raftroad
(controlled by Maine Central).
Chicago and Wabash Valley Raflway
(controlled by C. I. & L. Ry.).
Cincinnati, Indianapolis and Western
Raflway (wholly—C. H. & D.).
Cincinnati, Lebanon and Northern
Cincinnati, Lebanon and Northern
Raflway (controlled by Penna, Lines
Raflway (controlled by Penna, Lines

pendently).
Central Indiana Railway (controlled by Penna Co. and C. C. C. & St. L. Ry.).
Detroit and Charlevolx and Chicago, Kalamasoo and Saginaw Railroads (controlled by Mich. Cent.).
Detroit and Toledo Shore Line Rail-Greenwich and Johnsonville (controlled by D. & H.). Lehigh and Hudson River

Co. (jointly C., C. C. & St. L. and C. & O.).

Maryland, Delaware and Virginia Railroad (majority, Penna Co.). Montpeller and Wells River and Barre and Chelsea railroads (controlled by Boston and Maine). Mount Washington Railway Company and electric branches from Portsmouth, N. H., and Concord, N. H. (controlled by Boston & Maine).

N. H., and Concord, N. H. (controlled by Boston & Maine).

Napierville Junction Railway and Quebec, Montreal and Southern Railway (controlled by D. & H.).

New Jersey and New York Railroad, including Wilkesbarre and Eastern Railway (controlled by Erie).

New York, Susquehanna and Western Railroad (controlled by Erie).

New York, Westchester and Boston Railway (controlled by N. Y., N. H. & H.).

Ottawa and New York Railway (c trolled by N. Y. C.).
Ohlo River and Western Railw
Penna. west).
Pere Marquette Railway (independe property).

Prospect Park and Coney Island.
Northport Traction Company, for all
employes operating storage battery and
electric controlled cars who are affected
by these propositions (Long Island con-

St. Johnsbury and Lake Champlair Railway (controlled by Boston and

Maine).
Sandy River and Rangeley Lakes
Railroad (controlled by Maine Cent.).
Sandy Valley and Elkhorn Railway
Company (controlled by B. & O.).
Sharpsville Railroad Company, The
(controlled by B. & O.).
Schoharie Valley Railway (controlled
by D. & H.). (controlled by B. & O.).

Schoharie Valley Railway (controlled by D. & H.).

Staten Island Railway Company, Staten Island Rapid Transit Company, Baltimore and New York Railway Company (controlled by B. & O.).

Toledo, St. Louis and Western Railroad Company (independent property).

Toledo Terminal Railroad Company (controlled conjointly by Mich. Cent., N. Y. C., Penna. Co., Grand Trunk Western, T., St. L. & W., C., H. & D., Pere Marquette, Hocking Valley and T. & O. C.).

Washington Terminal Company (con-Washington Terminal Company (controlled by P. R. R. and B. & O.).
Waynesburg and Washington Company (controlled by Penna. west).
Wheeling Terminal Railway, The (controlled by Penna. west).

#### WESTERN DISTRICT.

Arizona Eastern Railroad (controlled Arkansas Western Railway (controlled Arkansas Western Railway (controlled by Kans. City So.).
Chicago, Memphis and Gulf Railroad (controlled by Ill. Cent.).
Chicago, Milwaukee and Gary Railway (independent property).
Chicago, Peoria and St. Louis Raflway (independent property).
Davenport, Rock Island and Northwestern Railway (controlled by C., B. & Q. and C., M. & St. P.).
Daiver and Interurban Railroad (controlled by Colorado & Southern).
Elgin, Jollet and Eastern Railway (independent property). ependent property).
Evansville and Indianapolis Railroad

(recently reorganized).
Galveston, Houston and Henders
Railroad Company (independent proerty).
Houston Belt and Terminal Railway
Company (controlled by T. & B. V., G.
C. & S. F., B. S. L. & W. and St. L., B. & M.).

Kansas City, Clinton and Springfield
Railway Co. (Independent property).

Louisiana Southern Railway (operated
under St. L. & S. F.).

Morenci Southern Railway (controlled
by E. P. & S. W.).

Missouri and North Arkansas Railway
(controlled by A., T. & S. F., K. C. S.
and M., K. & T.).

Peoria and Pekin Union Railway (controlled by Ill. Cent., C., P. & St. L.

Peoria and Pekin Union Railway (controlled by Ill. Cent., C., P. & St. L., T., P. & W., C. & N. W., C. C. C. & St. L. and L. E. & W.).

Poteau Valley Railroad (controlled by Kas. City Sou.).

Quincy, Omaha and Kansas City Railroad (controlled by C., B. & Q.).

Rutland, Toluca and Northern Railroad (controlled by C. & A.).

Rio Grande Southern R. R., The (controlled by D. & R. G.).

St. Louis National Stock Yards Company (industrial property).

St. Paul Union Depot Company, The (controlled by N. P., C., M. & St. P., Great Northern, C., St. P., M. & O., C. G. W., C., B. & Q., M., St. P. & S. S. M., M. & St. L. and C., R. L. & P.).

Southern Pacific Railroad of Mexico (controlled by Sou. Pac. Co.).

Toledo. Peoria and Western Railway (controlled by Penna. Co. and C., B. & Q.).

Weatherford, Mineral Wells and N. W.

### Q.). Weatherford, Mineral Wells and N. W. Railway (controlled by T. & P.). Wabash Railroad (east of Detroit). SOUTHEASTERN DISTRICT.

RAILROADS PAY LOWEST WAGES. A true wage index is the rate per hour. Let us compare the wages per hour of railway employes in Chicago switching districts with those of the building trades in Chicago. Any other city would do as well. Chicago com-parisons are typical of them all. The standard rates of wages per hour now paid in Chicago are as follows

#### BUILDING EMPLOYES.

Carpenters, painters and slate and tile roofers......... Elevator constructors ...... Structural iron workers..... Composition roofers...... Laborers in tunnels, wells and Laborers in tunnels, wells and caissons 57.5 cents
Laborers on windlass, trench and scaffold work 50.0 cents
Plaster laborers 50.0 cents
Composition roofer's helpers. 45.0 cents
Elevator constructor's helpers and tile layer's helpers. 42.5 cents
Marble setter helpers 42.5 cents
Excavating laborers, hodear-riers and steamfitter's helpers 40.0 cents

ers ..... 40.0 cents RAILWAY EMPLOYES.

Greenwich and Joansonville Company (controlled by D. & H.).

Lehigh and Hudson River Company (independent property).

Little Falls and Dolgwille Raffred (controlled by N. Y. C. east).

Little Kanawha Railroad (operated by R. & O.).

R. & O.).